



US007458402B2

(12) **United States Patent**
Wixey et al.

(10) **Patent No.:** **US 7,458,402 B2**
(45) **Date of Patent:** **Dec. 2, 2008**

(54) **PORTABLE POWER PLANER**

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(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.

(21) Appl. No.: **10/657,934**

(22) Filed: **Sep. 9, 2003**

(65) **Prior Publication Data**

US 2004/0250882 A1 Dec. 16, 2004

Related U.S. Application Data

(63) Continuation-in-part of application No. 10/428,385, filed on May 2, 2003, now Pat. No. 6,708,744, which is a continuation of application No. 10/124,746, filed on Apr. 17, 2002, now Pat. No. 6,601,621.

(60) Provisional application No. 60/284,486, filed on Apr. 18, 2001, now abandoned.

(51) **Int. Cl.**
B27C 1/00 (2006.01)

(52) **U.S. Cl.** **144/117.1**; 144/227

(58) **Field of Classification Search** 144/114.1, 144/117.1, 121, 129, 130, 369, 371, 373, 144/226-228, 231, 174; 30/475; 409/206, 409/210, 213, 218

See application file for complete search history.

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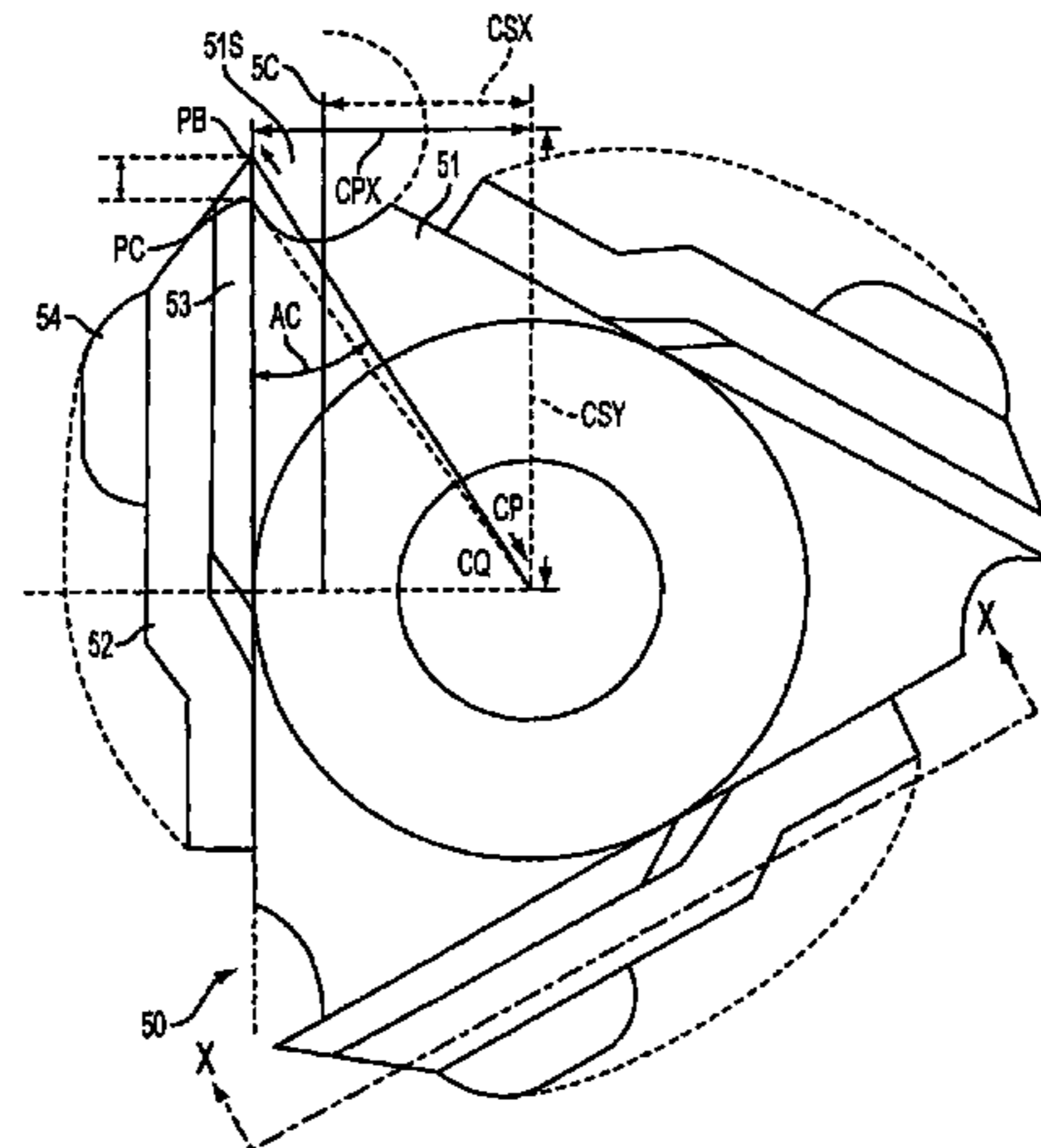
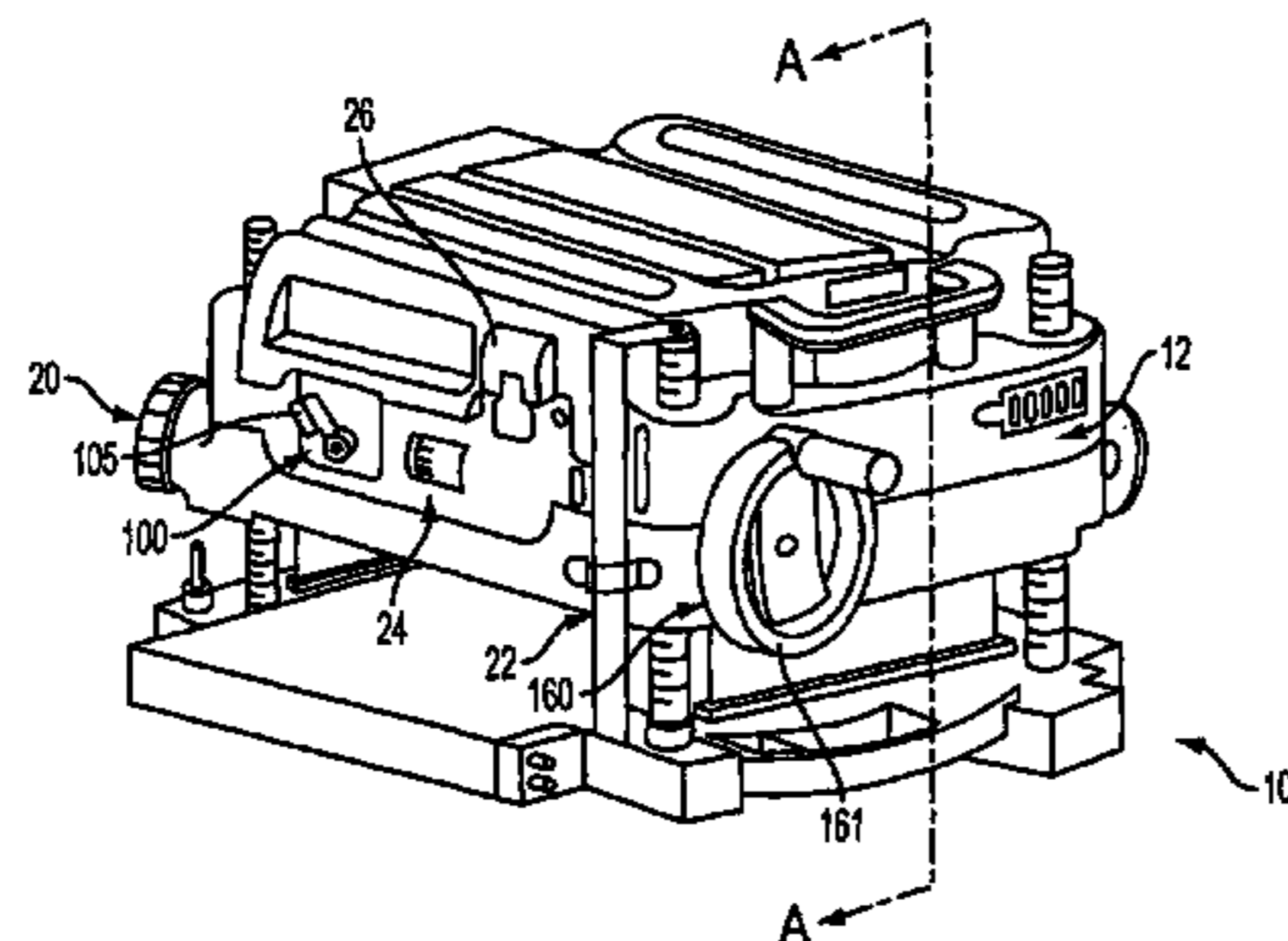
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(57) **ABSTRACT**

A portable power planer for planing the top surface of a workpiece. The portable power planer includes a base assembly, a carriage assembly disposed above the base assembly, the carriage assembly includes a cutterhead assembly, the carriage assembly being vertically movable to change distance between the base assembly and the carriage assembly, a hand crank attached to the carriage assembly for changing the distance between the base assembly and the carriage assembly, a material removal gauge disposed on the carriage assembly, a switch disposed on the carriage assembly, and a height scale disposed on the base assembly, wherein the material removal gauge, the switch and the height scale are on the front side of the power planer, and the hand crank is substantially on the front half of the power planer.

14 Claims, 10 Drawing Sheets



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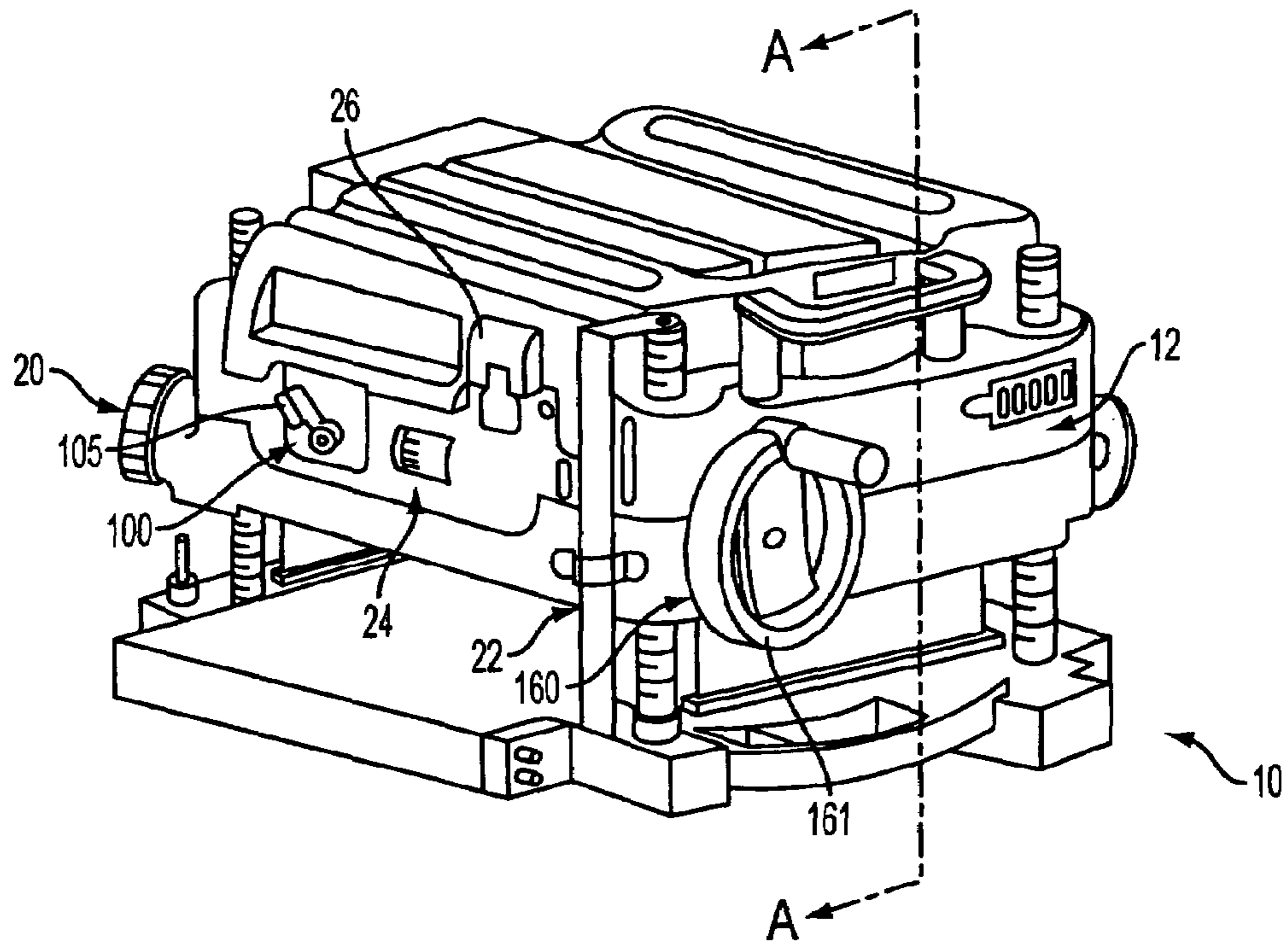


FIG. 1

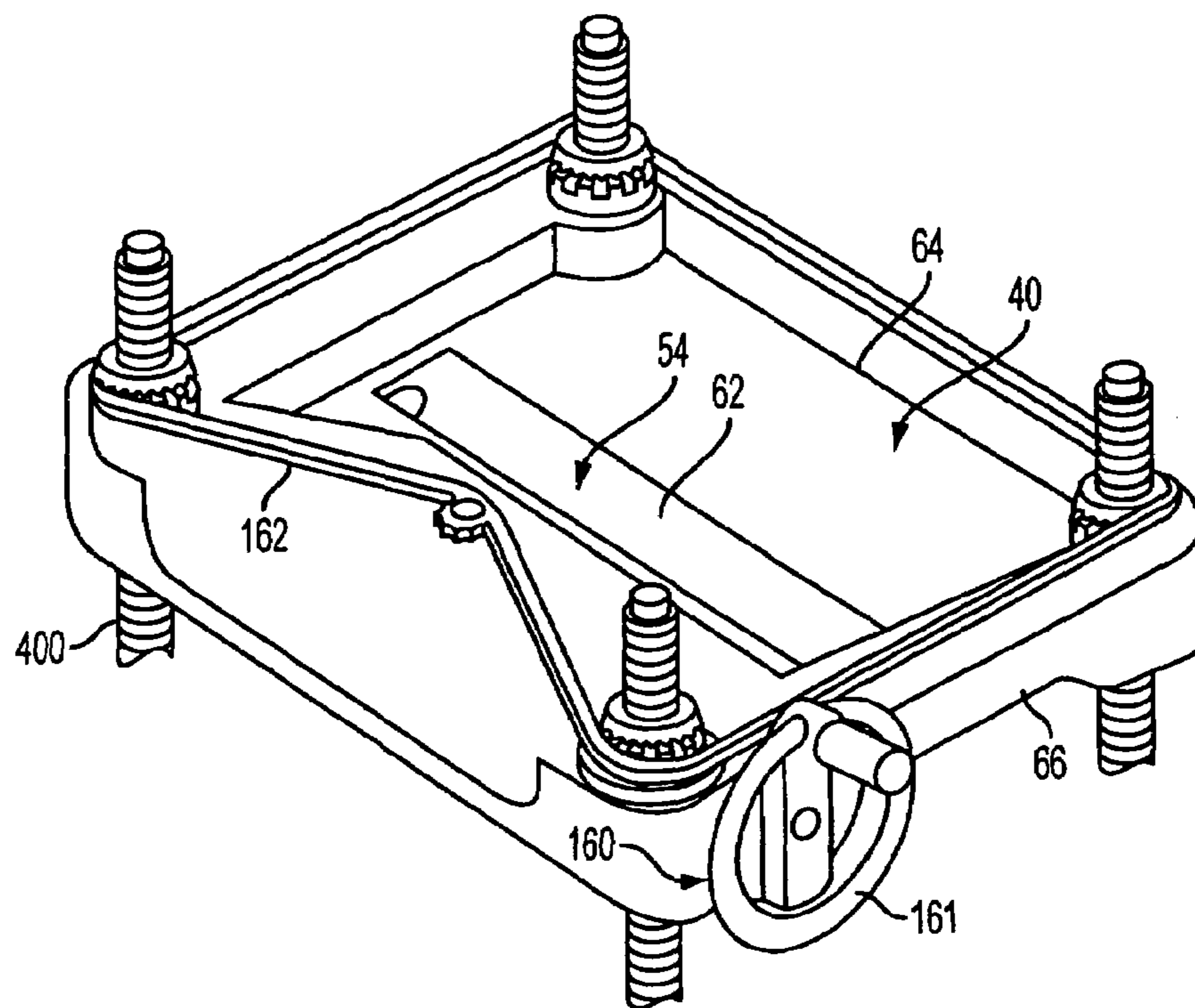


FIG. 2

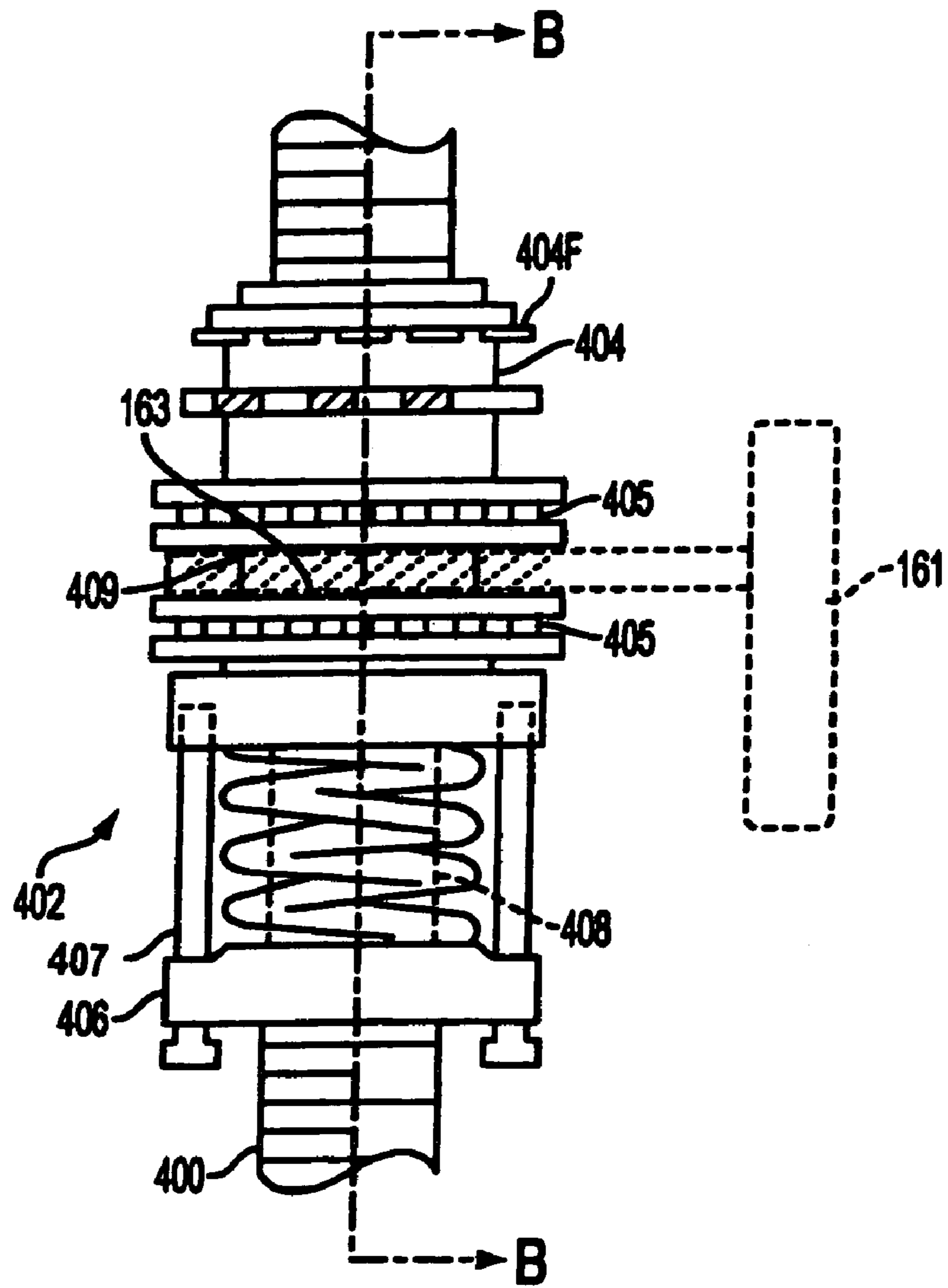


FIG. 3A

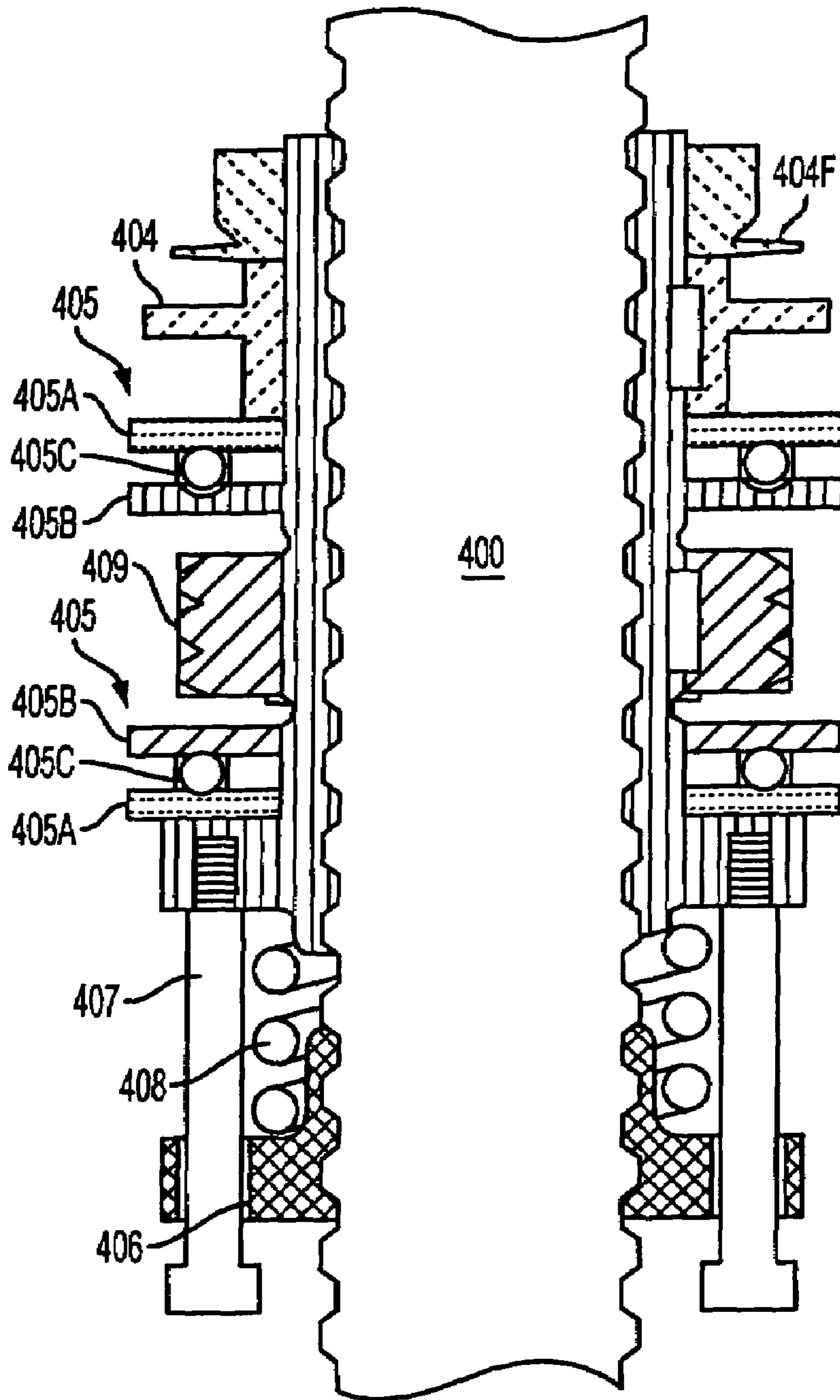


FIG. 3B

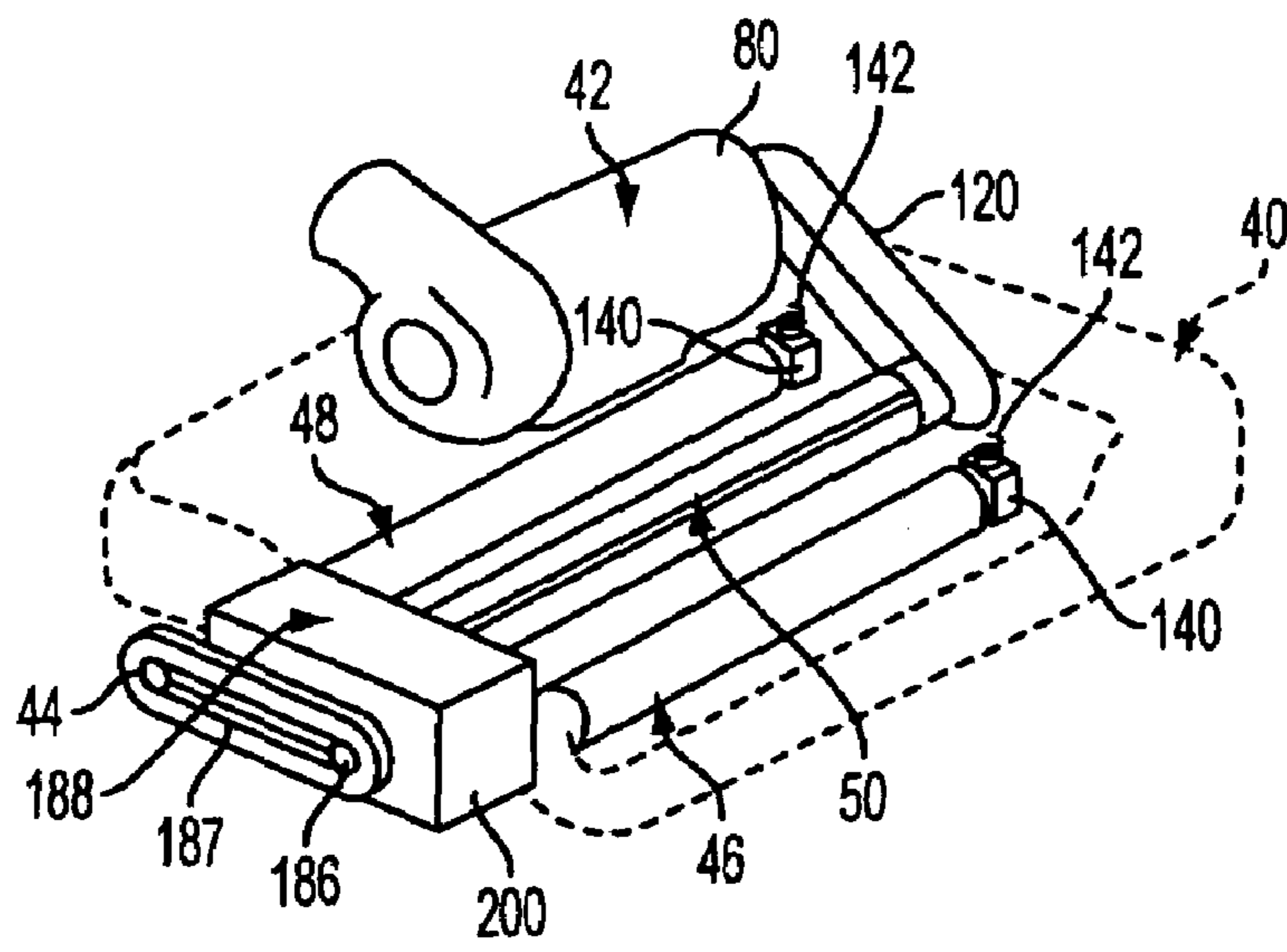


FIG. 4A

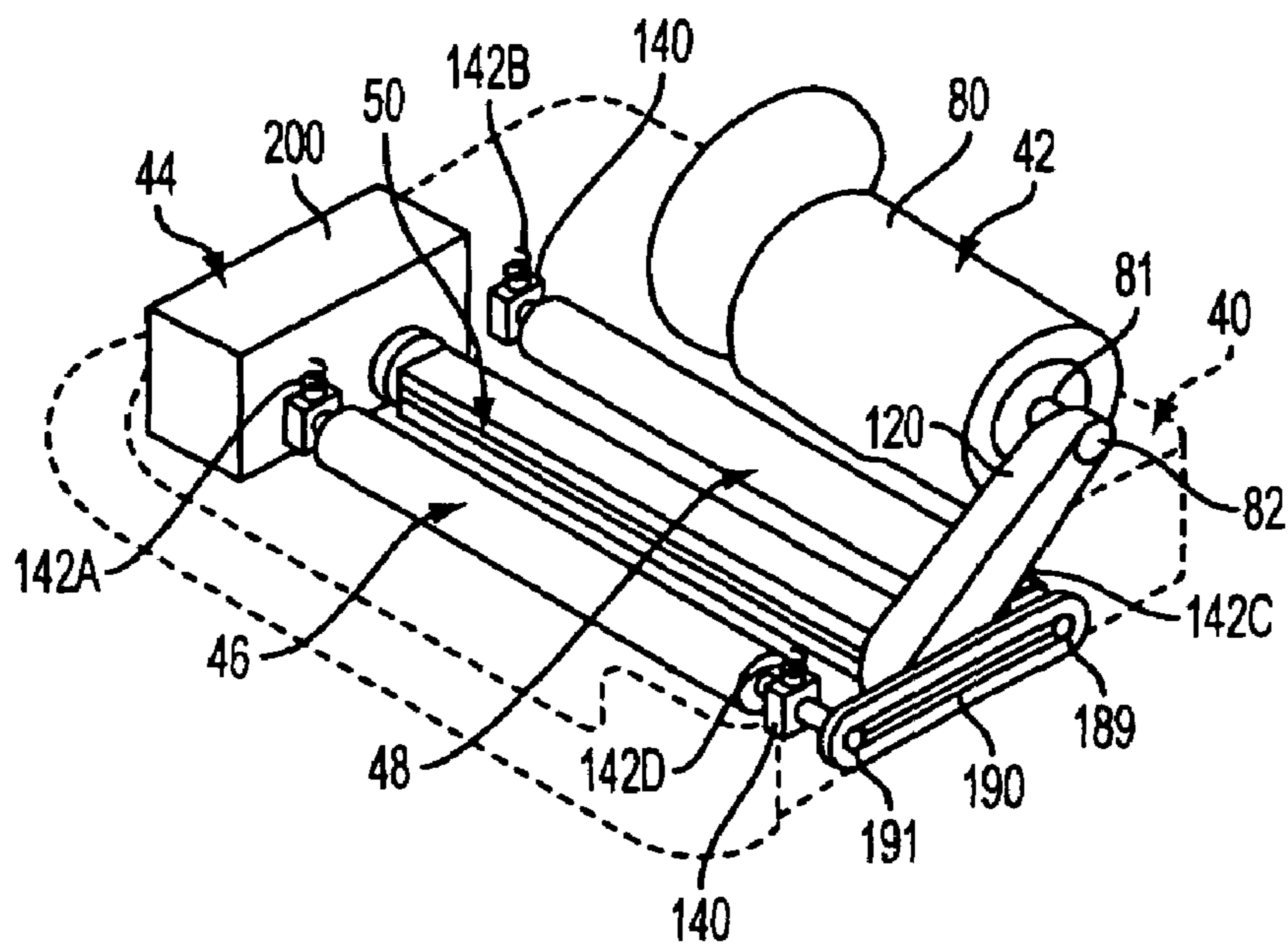


FIG. 4B

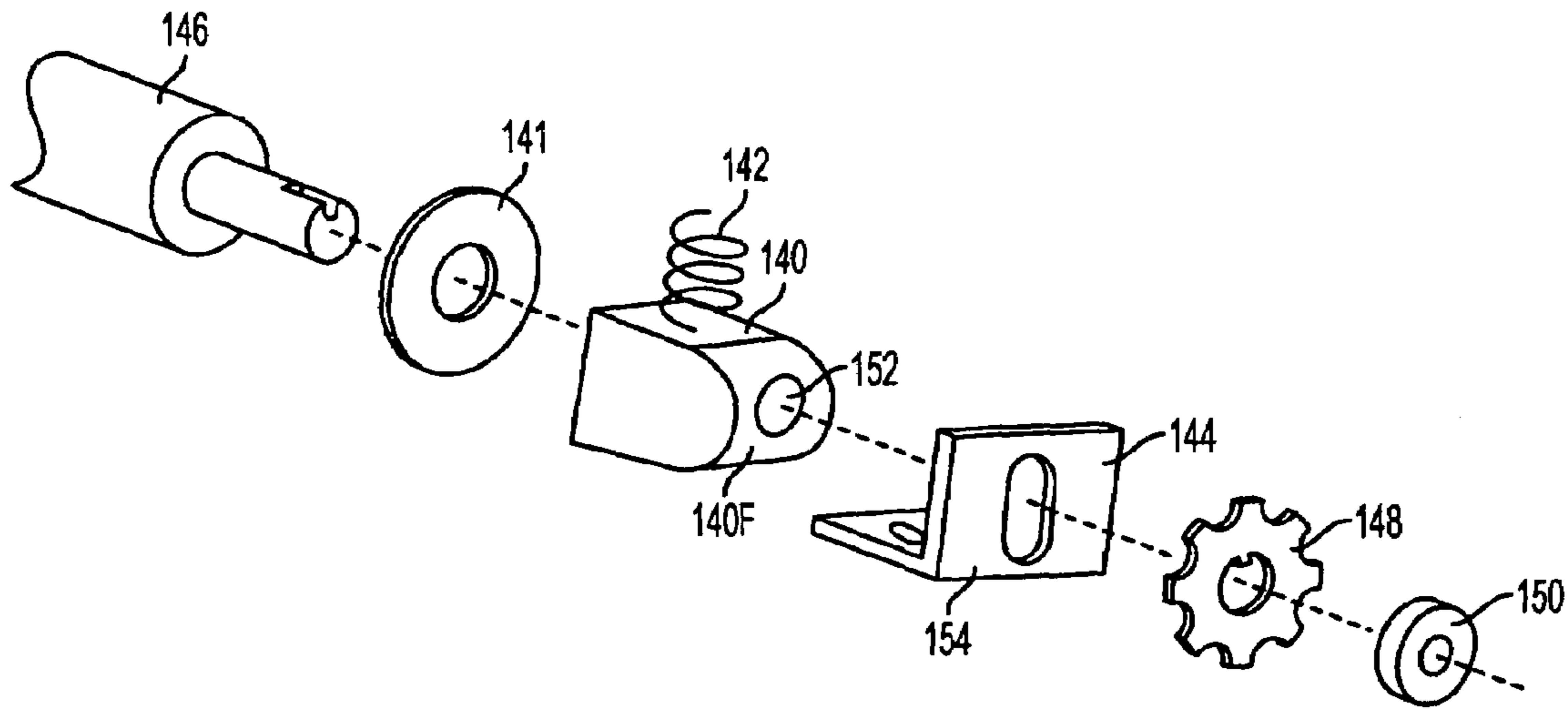


FIG. 5A

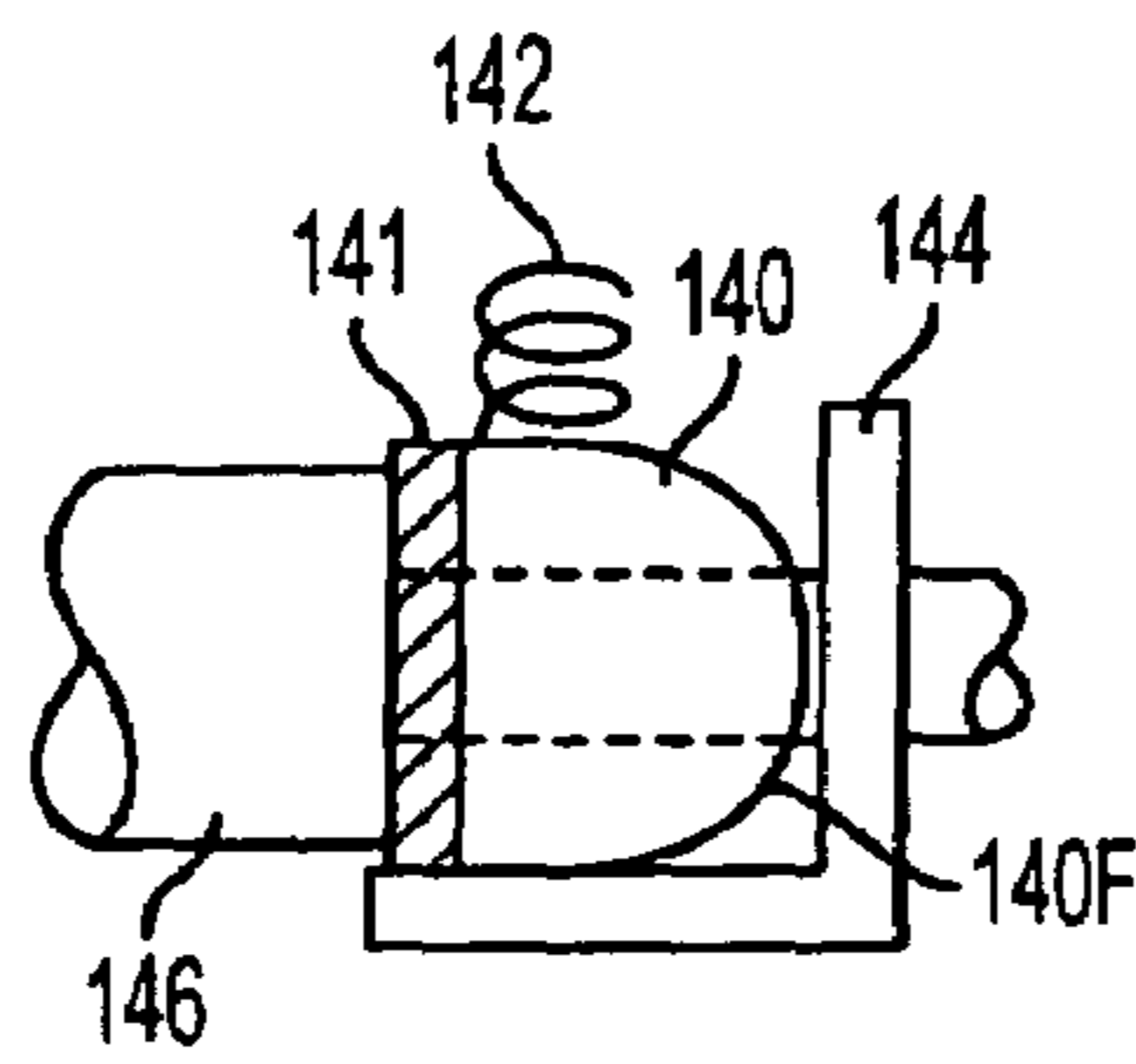


FIG. 5B

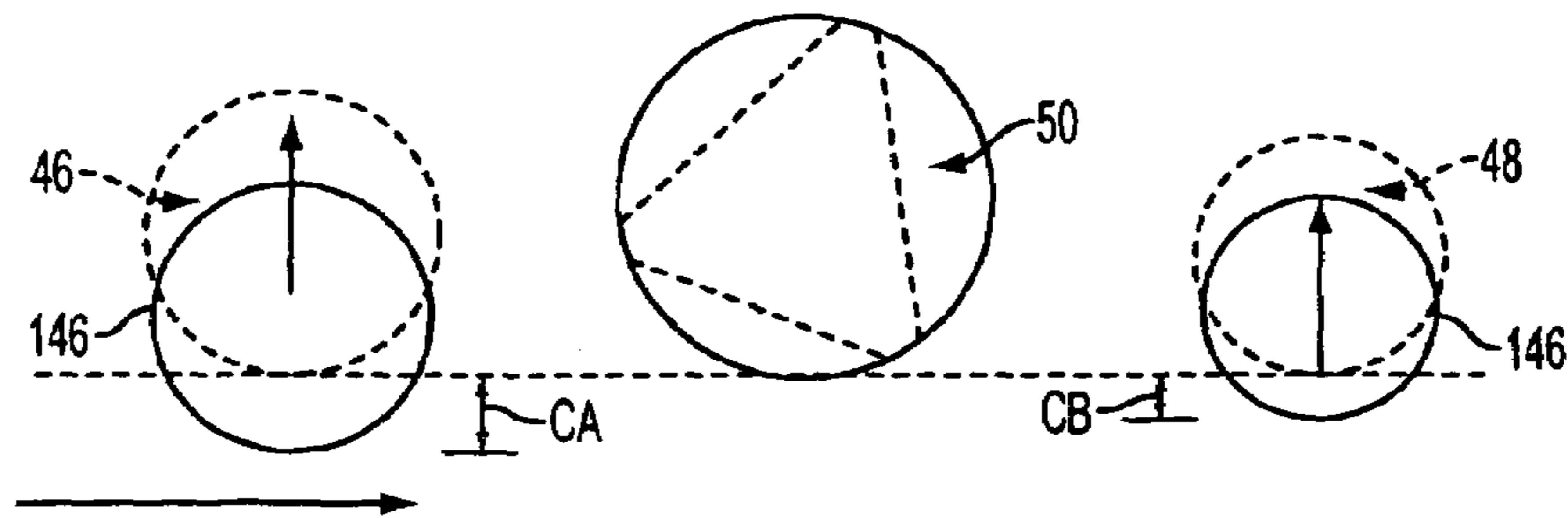


FIG. 6

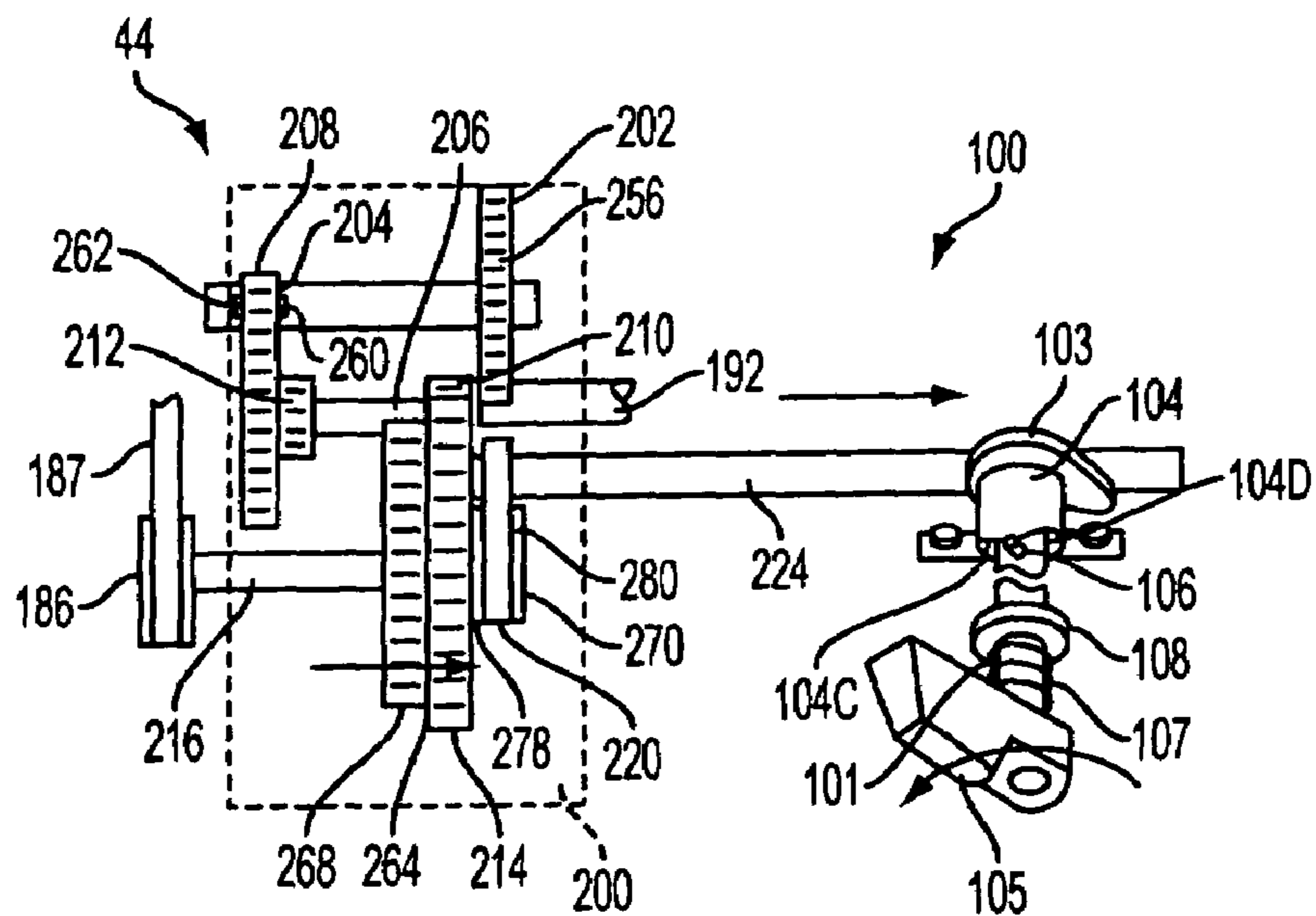


FIG. 7B

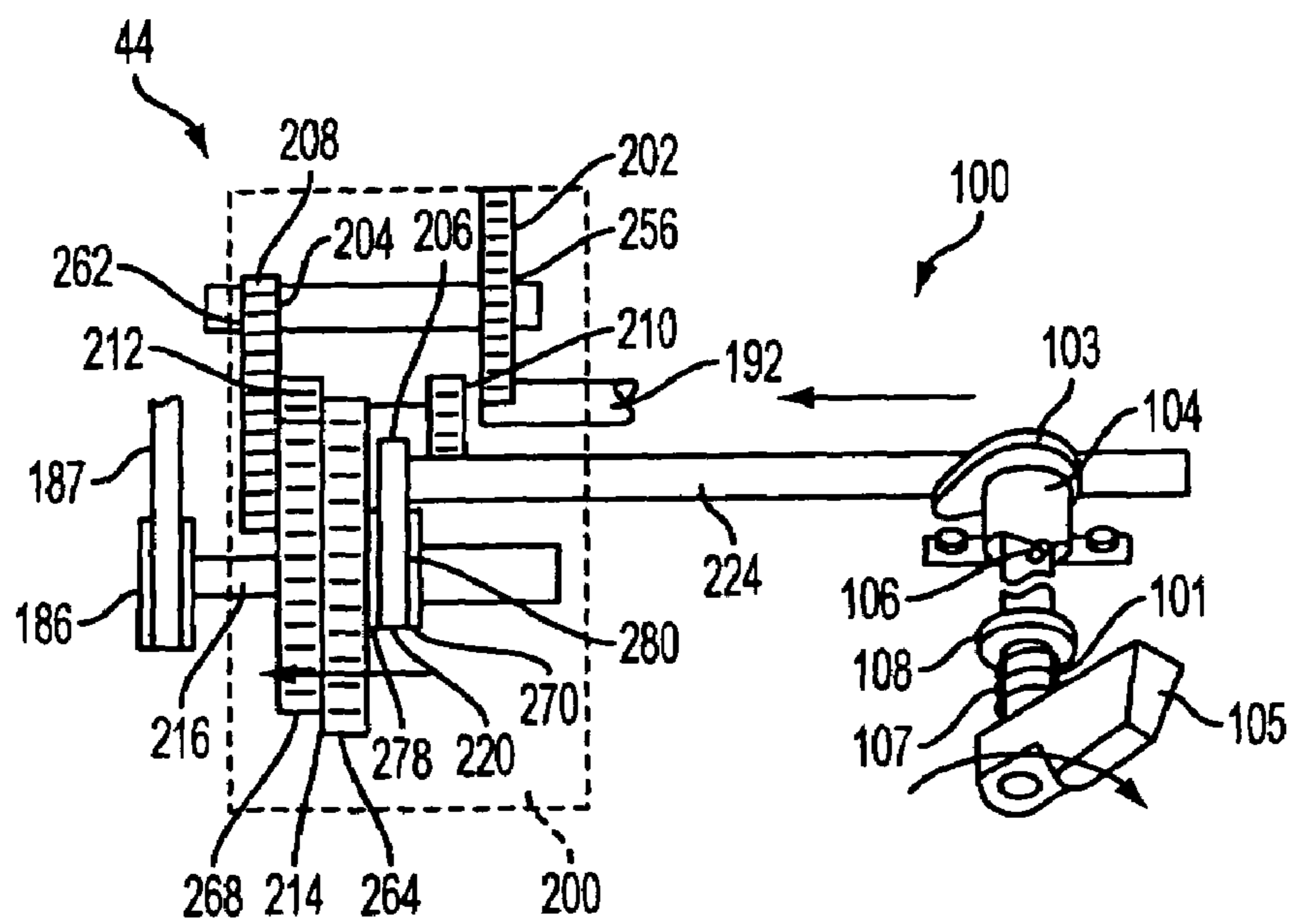


FIG. 7C

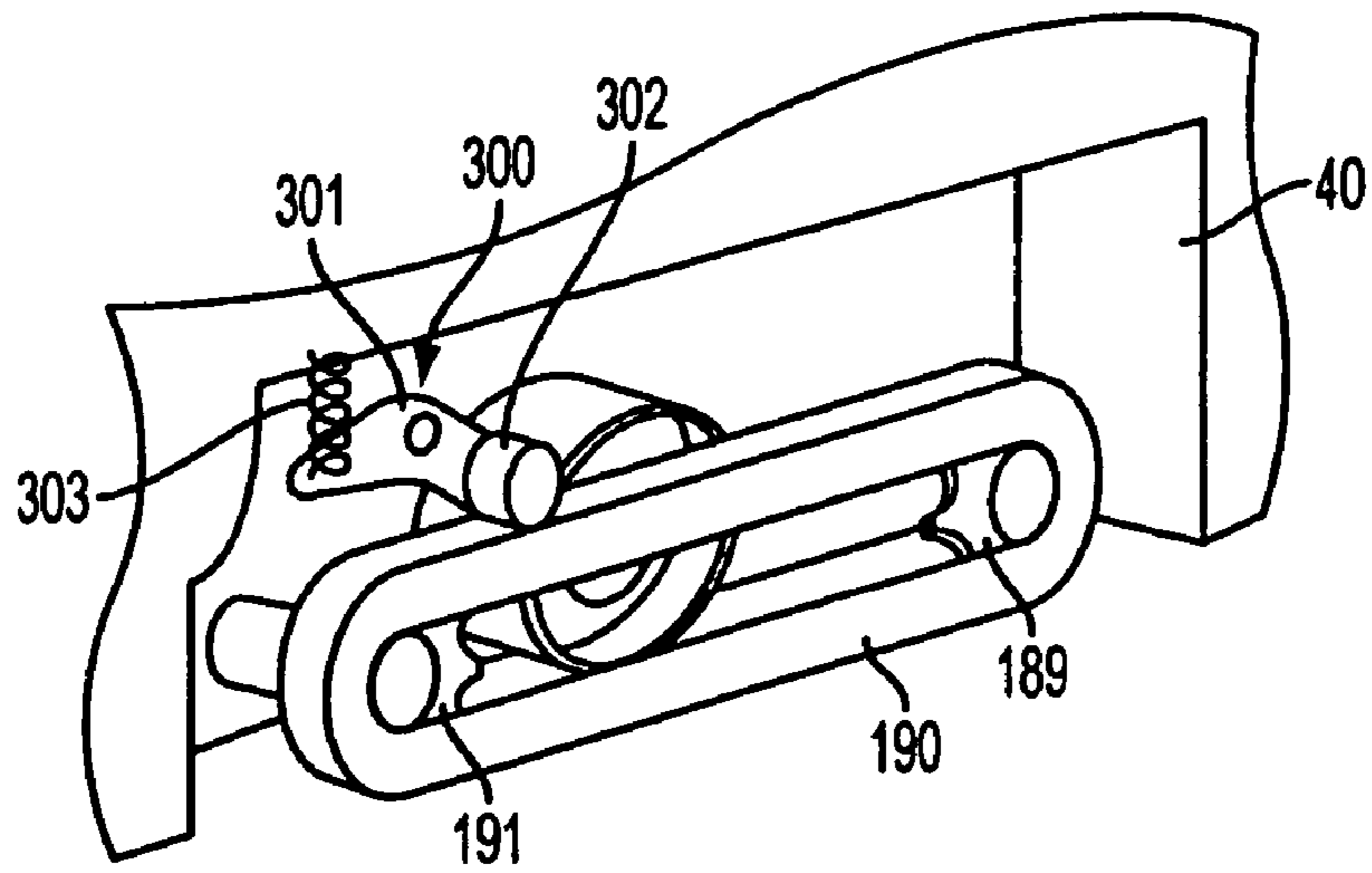


FIG. 8

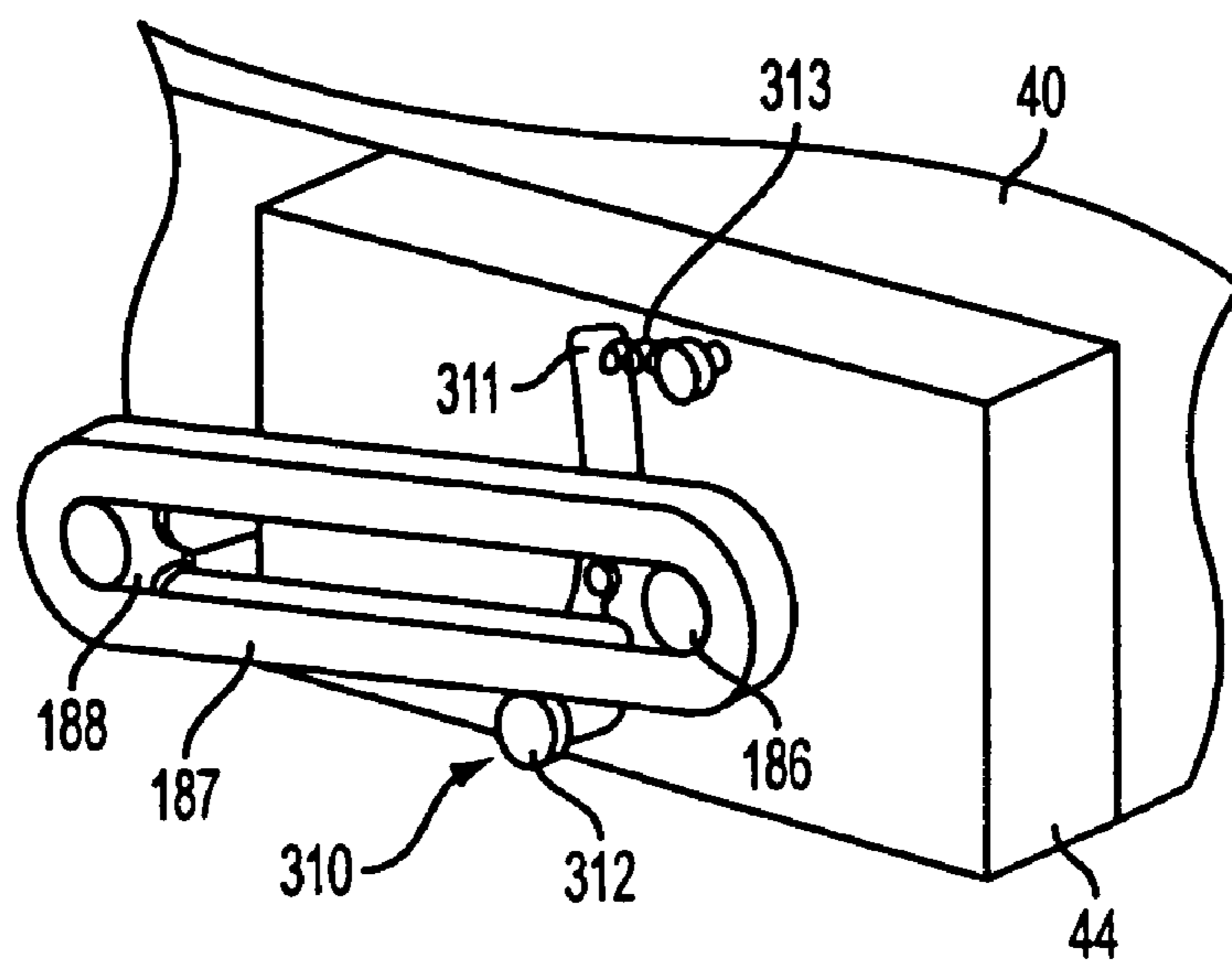


FIG. 9

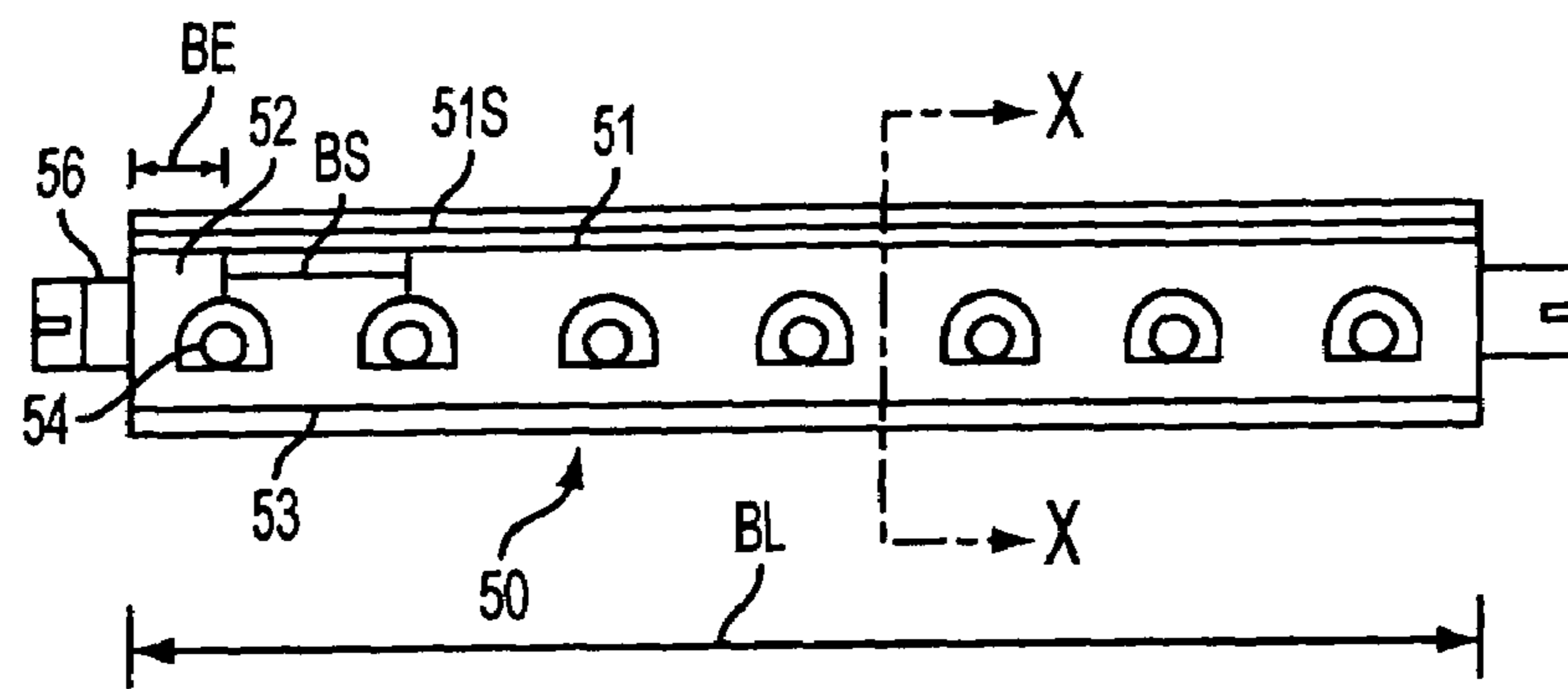


FIG. 10A

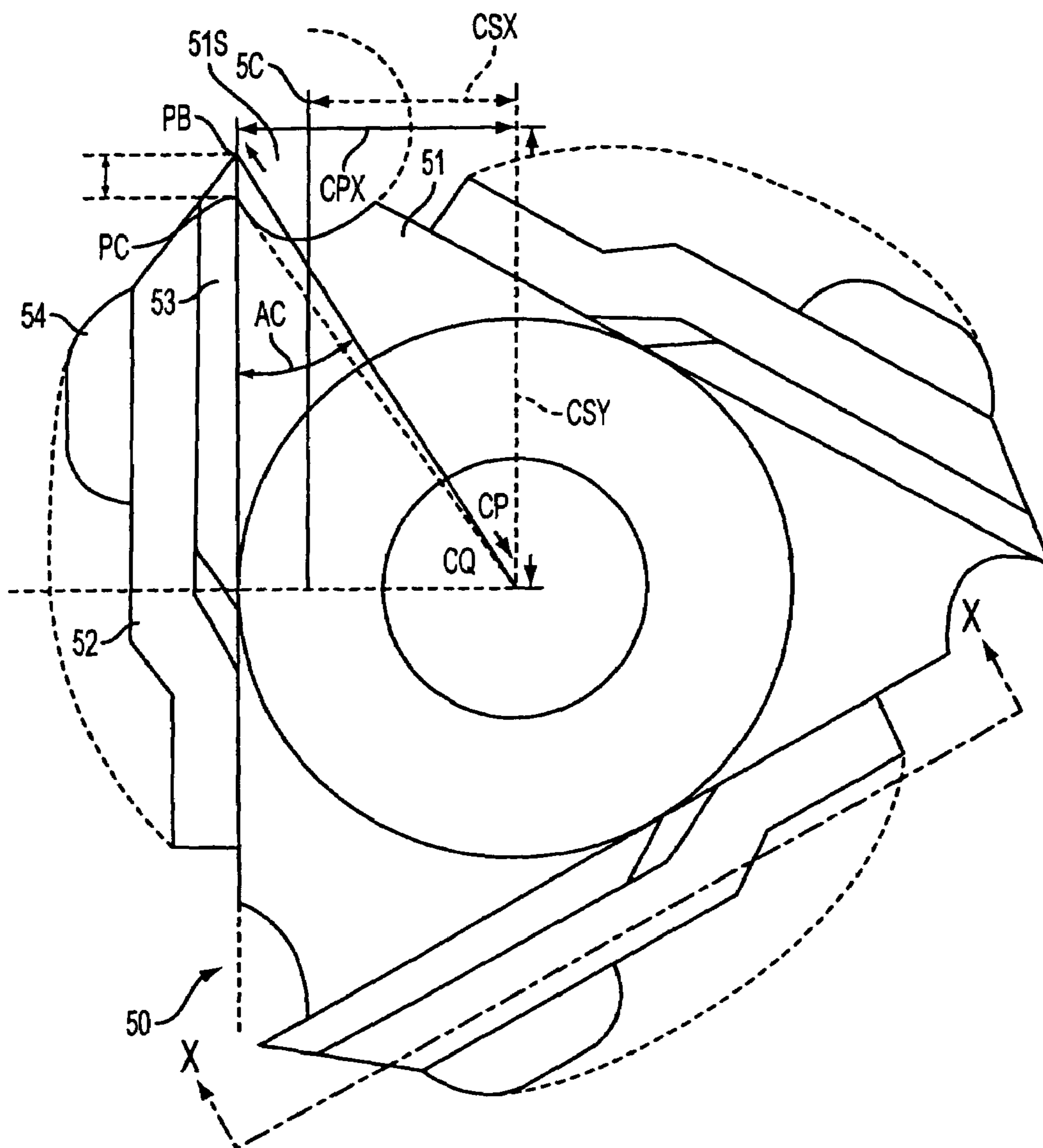


FIG. 10B

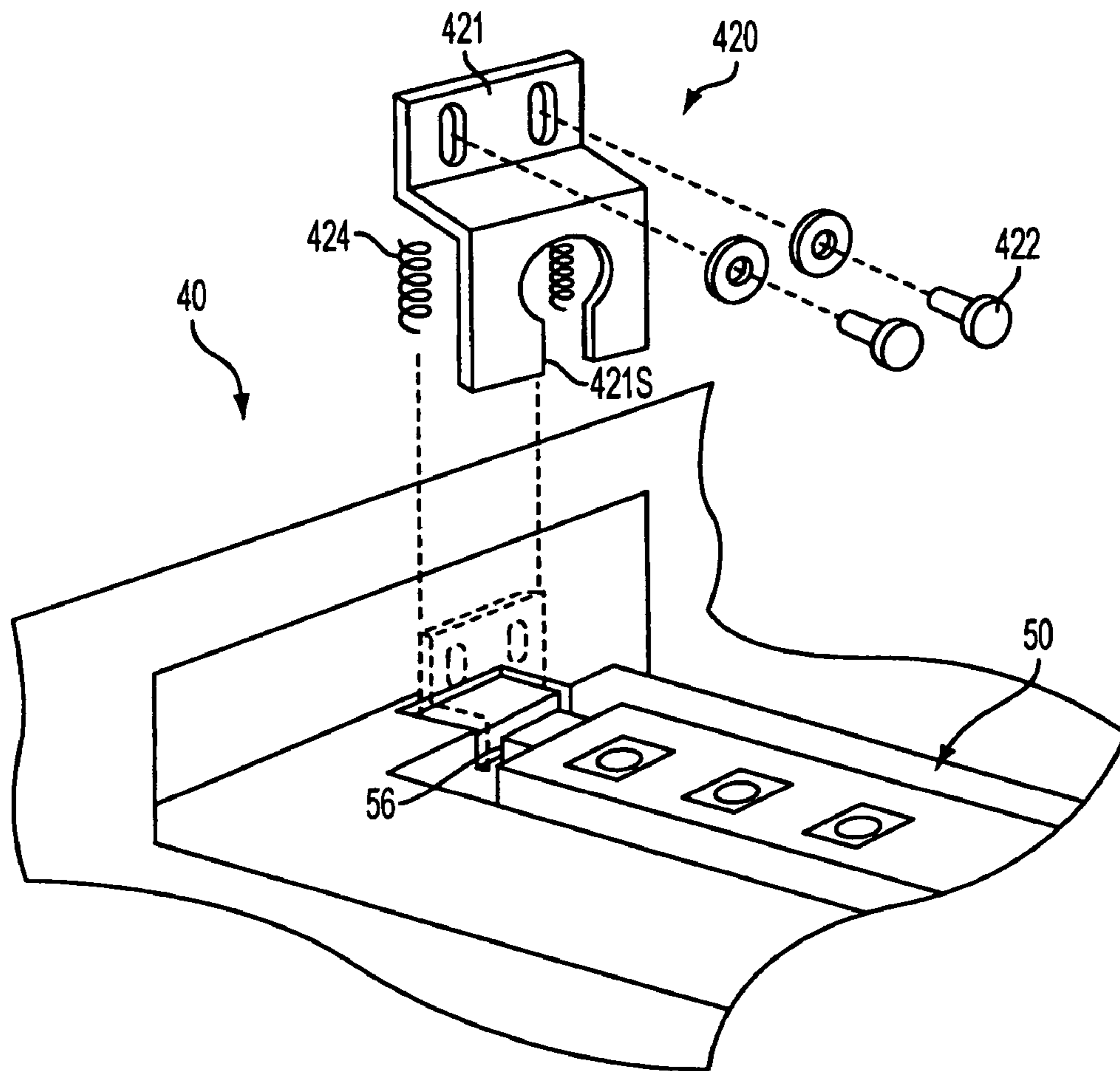


FIG. 11

PORTABLE POWER PLANER**CROSS-REFERENCE TO RELATED APPLICATIONS**

This application is a continuation-in-part of U.S. patent application Ser. No. 10/428,385, filed on May 2, 2003, now U.S. Pat. No. 6,708,774, which is in turn a continuation of U.S. patent application Ser. No. 10/124,746, filed on Apr. 17, 2002, now U.S. Pat. No. 6,601,621, which in turn claims priority to U.S. Provisional Application Ser. No. 60/284,486, filed on Apr. 18, 2001, now abandoned.

FIELD OF THE INVENTION

The present invention generally relates improvements in portable power tools, and more specifically to improvements that are particularly well suited for use with wood working power tools such as portable power planers.

BACKGROUND OF THE INVENTION

Various power tools are used in woodworking in an effort to efficiently and accurately form workpieces to desired dimensions and with a desired surface finish. As is widely known, planing machines are often used for surface planing of wooden boards. A conventional planing machine typically includes one or more rotatably mounted cutting blades attached to a vertically movable carriage assembly. Also known are jointer machines which are typically used for the edge planing of wood. In certain applications, the functions of conventional planing machines and jointers are combined within a single unit commonly referred to as a jointer/planer machine.

In a typical wood planing machine, such as a surface planer, a selectively adjustable workpiece opening is defined between a carriage assembly and the planing surface of the base of the machine. The rotationally mounted blades are carried on the underside of the carriage assembly adjacent to the workpiece opening. The blades are adapted to remove a predetermined amount of material from the workpiece depending on the thickness of the workpiece and the height of the workpiece opening. The carriage assembly also usually includes one or more feed rollers which urge the workpiece through the workpiece opening during the operation of the wood planing machine.

In most applications, the carriage assembly of a wood planing machine is movably mounted to a plurality of support columns for movement with respect to the planing surface. Such movement of the carriage assembly adjusts the vertical dimension of the workpiece opening so as to selectively determine the amount of material to be removed from the workpiece. Alternatively, the carriage assembly may be fixed and the planing surface adjusted vertically with respect to the carriage assembly so as to adjust the vertical dimension of the workpiece opening.

In use, a workpiece is passed through the workpiece opening and a predetermined amount of material is removed from the surface of the workpiece adjacent the carriage assembly. Multiple passes of the workpiece through the workpiece opening are often necessary to obtain the desired thickness and surface finish. As with other woodworking operations, it is desirable that a planing machine accomplishes preparation with precision, repeatability and a high quality surface finish. In order to accomplish these goals, many of the planing machines of the prior art have relied on designs that utilize rather large and heavy components.

While such designs have proven to be acceptable for relatively large planing machines which are repositioned on a relatively infrequent basis, they have largely been inadequate for portable planing machines, due to their weight. Accordingly, there is a need in the art for a portable planing machine having a highly robust design that permits a workpiece to be prepared with precision, repeatability and a high quality surface finish.

SUMMARY OF THE INVENTION

In one preferred form, the present invention provides a base assembly, a carriage assembly disposed above the base assembly, the carriage assembly includes a cutterhead assembly, the carriage assembly being vertically movable to change distance between the base assembly and the carriage assembly, a hand crank attached to the carriage assembly for changing the distance between the base assembly and the carriage assembly, a material removal gauge disposed on the carriage assembly, a switch disposed on the carriage assembly, and a height scale disposed on the base assembly, wherein the material removal gauge, the switch and the height scale are on the front side of the power planer, and the hand crank is substantially on the front half of the power planer.

Further areas of applicability of the present invention will become apparent from the detailed description provided hereinafter. It should be understood that the detailed description and specific examples, while indicating the preferred embodiment of the invention, are intended for purposes of illustration only and are not intended to limit the scope of the invention.

BRIEF DESCRIPTION OF THE DRAWINGS

Additional advantages and features of the present invention will become apparent from the subsequent description and the appended claims, taken in conjunction with the accompanying drawings, wherein:

FIG. 1 is a perspective view of a portable power planer constructed in accordance with the teachings of the present invention;

FIG. 2 is a partial perspective view of the planer carriage assembly of the portable power planer of FIG. 1;

FIG. 3 illustrates the bearing assembly used with the planer carriage assembly, whereas FIG. 3A is a side view of the bearing assembly, and FIG. 3B is a cross-sectional view along line B-B of FIG. 3A;

FIG. 4 illustrates several components of the planer carriage assembly, whereas FIGS. 4A-4B are left side and right side perspective views thereof, respectively;

FIG. 5 illustrates the feed roller bearing assembly, whereas FIGS. 5A-5B are exploded perspective and side views thereof, respectively;

FIG. 6 schematically illustrates the positional arrangement of the feed rollers and cutterhead;

FIG. 7 illustrates the speed selection assembly, whereas FIG. 7A is a partial perspective view thereof, and FIGS. 7B-7C show the assembly in first and second positions, respectively;

FIG. 8 is a perspective view of a first embodiment of a chain tensioner assembly;

FIG. 9 is a perspective view of a second embodiment of a chain tensioner assembly;

FIG. 10 illustrates the cutterhead assembly, whereas FIG. 10A is a front plan view thereof, and FIG. 10B is a cross-section along line X-X of FIG. 10A; and

FIG. 11 is an exploded perspective view of a cutterhead locking assembly.

DETAILED DESCRIPTION

With reference to FIG. 1 of the drawings, a planer mechanism constructed in accordance with the teachings of the present invention is generally indicated by reference numeral **10**. The teachings of U.S. Pat. No. 6,601,621 are fully incorporated herein by reference.

The planer mechanism **10** preferably includes a planer carriage assembly **12**, a base assembly **14**, a planer carriage elevation mechanism **160**, a carriage height setting mechanism **20**, a height scale mechanism **22**, a material removal gauge **24**, an on/off switch **26**, and a speed selection assembly **100**.

As further explained below, the planer carriage elevation mechanism **160** preferably includes a hand crank **161**. Preferably hand crank **161** is disposed on planer mechanism **10** so that it is substantially, if not completely, in the front half of planer mechanism **10**, i.e., in front of a center plane A-A dividing the planer mechanism **10** in half.

As further explained below, the speed selection assembly **100** has a selector handle **105**. Preferably selector handle **105** is disposed on the front side of planer mechanism **10**. Alternatively, selector handle **105** may be disposed on planer mechanism **10** so that it is substantially, if not completely, in the front half of planer mechanism **10**, i.e., in front of center plane A-A.

Persons skilled in the art will recognize that it is also advantageous to provide carriage height setting mechanism **20**, height scale mechanism **22**, material removal gauge **24** and/or on/off switch **26** on the front side of planer mechanism **10**, in order to make such elements easily accessible to the user. Alternatively, carriage height setting mechanism **20**, height scale mechanism **22**, material removal gauge **24** and/or on/off switch **26** may be disposed on planer mechanism **10** so that it is substantially, if not completely, in the front half of planer mechanism **10**, i.e., in front of center plane A-A.

Persons skilled in the art will also recognize that it is preferable to provide on/off switch **26** on the same side as hand crank **161**.

Planer Carriage Assembly

Referring to FIGS. 1-10, the planer carriage assembly **12** preferably includes a carriage **40**, a motor assembly **42** supported by carriage **40**, a gearbox **44** supported by carriage **40**, a first roller assembly **46** supported by carriage **40**, a second roller assembly **48** supported by carriage **40** and a cutterhead assembly **50** supported by carriage **40**, which will be discussed in more detail below. The carriage **40** is preferably a unitarily formed structure having a cutter pocket **54**. The cutter pocket **54** is shown to include a horizontally-extending slot **62** that is formed through the top and bottom surfaces **64** and **66**, respectively, of the carriage **40**. The cutter pocket **54** is sized to support the cutterhead assembly **50** for rotation therein.

With additional reference to FIG. 4, the motor assembly **42** is illustrated to include a motor **80**. The motor **80** is fixedly but removably coupled to the carriage **40** rearwardly of the cutter pocket **54**. The motor **80** may have a shaft **81** with a pulley **82**. The pulley **82** is preferably coupled to a belt **120** that is employed to transmit rotary power to the cutterhead assembly **50**.

Referring to FIG. 10, cutterhead assembly **50** may have a substantially elongated body **51** with a substantially triangular cross-section, a knife **53** disposed on each side of body **51**, a clamp **52** sandwiching knife **53** between clamp **53** and body **51**, and screws **54** for screwing clamp **52** unto body **51**.

Screws **54** may extend through both clamp **52** and knife **53** and threadingly engage body **51**.

Distance BL defines the length of body **51**. It has been found that it is critical to use at least six (and preferably seven) screws **54** for clamping knife **53** unto a body **51** having a distance BL of about 332 millimeters. Such number of screws **54** helps reduce snipe. Preferably, the distance between screws **54** is substantially equal. Such distance is distance BS. In the body **51** having the distance BL of about 332 millimeters, distance BS is preferably about 49 millimeters. Distance BE is the distance between one end of body **51** and the screw **54** closest to such end. In the body **51** having the distance BE of about 332 millimeters, distance BS is preferably about 19 millimeters.

Referring to FIG. 10B, body **51** preferably has a scoop **51S**. Such scoop **51S** may have a center SC, with a curvature radius of about 5 millimeters. The horizontal distance CSX and vertical distance CSY between the center of body **51** and center SC are about 8.75 millimeters and about 22.26 millimeters, respectively.

Distance CP is the distance between the center of body **51** and the outermost point (point PB) of blade **53**. Preferably, distance CP is the largest radius in cutterhead assembly **50**. Preferably, distance CP is about 24.4 millimeters. The horizontal distance CPX between the center of body **51** and the point PB of blade **53** is about 12.5 millimeters.

Distance CQ is the distance between the center of body **51** and the point (point PC) of blade **53** where blade **53** and scoop **51S** intersect. Preferably, distance CQ is about 22.7 millimeters. Distance CR is the distance between points PB, PC. Distance CR is preferably about 2 millimeters.

Angle AC is between the line between the center of body **51** and the point PB of blade **53**, and the side of body **51**. Angle AC is preferably about 30.82 degrees. With such arrangement, the rake angle, i.e., the angle at which blade **53** first contacts the workpiece is about 71 degrees. Such rake angle has been found critical in reducing snipe.

Referring to FIGS. 4 and 7, a gearbox **44** may be coupled to a side of the carriage **40** and preferably receives a rotational input from the cutterhead assembly **50**. The gearbox **44** is employed to reduce the speed of the rotational input and produce a rotational output that is employed to ultimately drive the first and second roller assemblies **46**, **48**.

Gearbox **44** preferably includes a gearbox housing **200**, an input gear **202**, a first reducing gear **204**, an intermediate shaft **206**, a second reducing gear **208**, a first intermediate reducing gear **210**, a second intermediate reducing gear **212**, a final reduction gear **214**, an output shaft **216**, and a sprocket **186** fixedly attached to output shaft **216** so that they rotate together. Preferably output shaft **216** and sprocket **186** are keyed. The gearbox housing **200** is formed from a pair of housing halves which collectively define a geartrain cavity having an input aperture, an output aperture, a selector lever aperture and a plurality of recessed shaft support bosses.

Cutterhead assembly **50** preferably has an output gear **192** that extends into the input aperture **234** in the gearbox housing **200** to provide a rotational input. The input gear **202** may be fixed to a shaft portion of the first reducing gear **204**. A first pair of the shaft support bosses may journally support the first reducing gear **204** for rotation within the geartrain cavity about an axis that is parallel to the rotational axis of the output gear **192**. The input gear **202** may include a plurality of gear teeth **256** which are meshingly engaged to the output gear **192**.

A second pair of the shaft support bosses may journally support the intermediate shaft **206** for rotation within the geartrain cavity about an axis that is parallel to the rotational

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axis of the output gear **192**. The second reducing gear **208**, the first intermediate reducing gear **210** and the second intermediate reducing gear **212** are preferably fixed for rotation with and spaced apart along the length of the intermediate shaft **206**. The teeth **260** of the first reducing gear **204** may meshingly engage with the teeth **262** of the second reducing gear **208**.

The final reduction gear **214** may have a set of first gear teeth **264**, a set of second gear teeth **268** having a pitch diameter that is relatively smaller than the pitch diameter of the set of first gear teeth **264**, a collar portion **270** and a shaft aperture configured to engage the output shaft **216** in a slip-fit manner. The collar portion **270** preferably extends outwardly from the portion of the final reduction gear **214** on which the set of second gear teeth **268** are formed and includes an annular recess **276** that extends around its circumference and which defines a pair of opposite sidewalls **278** and **280**.

The output shaft **216** may be journally supported by the output aperture and an associated shaft support boss formed into the gearbox housing **200**. The distal end of the output shaft **216** preferably extends out of the gearbox housing **200** and is coupled to the sprocket **186**.

A speed selector lever **224** extends from housing **200**. Preferably speed selector lever **224** is supported by the speed selector lever aperture in housing **200** for linear movement along an axis coincident with the longitudinal axis of the speed selector lever **224**.

A shift fork **220** may be fixedly coupled to an end of the speed selector lever **224**. Shift fork **220** may include U-shaped fork portion that engages annular recess **276**.

The speed selector lever **224** is employed to slide the final reduction gear **214** on the output shaft **216** between first and second positions to selectively engage the final reduction gear **214** with the first and second intermediate reducing gears **210** and **212**, respectively. More specifically, the speed selector lever **224** is employed to push or pull the shift fork **220** along an axis that is parallel to the rotational axis of the output shaft **216** so that the furcations **292** of the shift fork **220** bear against the sidewalls **278** or **280** to move the final reduction gear **214** along the output shaft **216** to permit the set of first gear teeth **264** to be engaged with the teeth **294** of the first intermediate reducing gear **210** or to permit the set of second gear teeth **268** to be engaged with the teeth **296** of the second intermediate reducing gear **212**. As the pitch diameter of the first intermediate reducing gear **210** is smaller than the pitch diameter of the second intermediate reducing gear **212**, engagement of the final reduction gear **214** to the first intermediate reducing gear **210** will result in a rotational speed of the sprocket **186** that is relative slower as compared to the rotational speed of the sprocket **186** when the final reduction gear **214** is engaged to the second intermediate reducing gear **212**.

As mentioned above, it is preferable to provide a means for actuating speed selector lever **224** which is at least partly disposed on the front side of carriage **40**. Such means may include speed selector handle **105**. Referring to FIGS. 7B-7C, speed selector handle **105** is connected to a shaft **101**, which in turn may be connected to the speed selector lever **224** via a yoke **103**. Persons skilled in the art will recognize that, with such arrangement, speed selector lever **224** may be moved axially by rotating speed selector handle **105**.

It is preferable to limit the number of positions to which speed selector handle **105** can rest at. Persons skilled in the art will recognize that it is advantageous to limit such number of positions to two positions, and that it is preferable to ensure that such two handle positions correspond to the first and second positions of the final reduction gear **214**. This can be

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accomplished by providing a detent mechanism on handle **105**, shaft **101** and/or carriage **40**.

Alternatively, shaft **101** may extend through a cam bearing **104**, which may be fixedly attached to carriage **40**. Such cam bearing **104** may have a cam surface **104C** which defines two depressions **104D**. Shaft **101** may also have a roll pin **106** that rides along cam surface **104C**. With such arrangement, the user will feel two rest positions for the speed selector handle **105**. As the user moves speed selector handle **105** from one position, roll pin **106** will ride along cam surface **104C**, overcoming the hump in cam surface **104C** and arriving at the other position.

Shaft **101** may also have a spring **107** captured between carriage **40** and washer **108**, which biases shaft **101** towards speed selector lever **224**. With such arrangement, if the user attempts to leave the speed selector handle **105** between the two positions, the cam surface **104** and the spring bias will force the roll pin **106** (and thus shaft **101** and speed selector lever **224**) towards one of the two defined positions.

As mentioned above, output shaft **216** drives sprocket **186**. Sprocket **186** may drive a chain **187**, which may be meshingly engaged to sprocket **188** (sprocket **148** in FIG. 5A) on one end of second roller assembly **48**. Accordingly, second roller assembly **48** rotates when output shaft **216** rotates.

Another sprocket **189** (sprocket **148** in FIG. 5A) may be provided on the other end of second roller assembly **48**. Sprocket **189** may drive a chain **190**, which may be meshingly engaged to sprocket **191** (sprocket **148** in FIG. 5A) on one end of first roller assembly **46**. Accordingly, first roller assembly **46** rotates when output shaft **216** rotates. Persons skilled in the art will recognize that, with such arrangement, first and second roller assemblies **46**, **48** would rotate at the same speed.

Referring to FIG. 8, it is preferable to provide a chain tensioner mechanism **300** to maintain a constant tension on chain **190**. Chain tensioner mechanism **300** may include a body **301** pivotally attached to carriage **40**, a roller **302** disposed on body **301** for contacting chain **190** and a spring **303** attached to body **301** and carriage **40** for biasing roller **302** towards chain **190**.

Referring to FIG. 9, it is also preferable to provide a chain tensioner mechanism **310** to maintain a constant tension on chain **187**. Chain tensioner mechanism **310** may include a body **311** pivotally attached to carriage **40** and/or gearbox **44**, a roller **312** disposed on body **311** for contacting chain **187** and a spring **313** attached to body **311** and carriage **40** and/or gearbox **44** for biasing roller **312** towards chain **187**.

Referring to FIG. 5, each of the first and second roller assemblies **46**, **48** may include a pair of washers **141**, pair of bushings **140**, a pair of compression springs **142**, a pair of brackets **144**, a roller **146**, at least one sprocket **148** and a retaining ring **150**. Each of the bushings **140** may have a cylindrical shaft aperture **152** and may be generally square in shape, conforming to the size of square apertures formed in the carriage **40**. Bushing **140** may be made of powdered metal.

Each bracket **144** may be coupled to the bottom surface **66** of the carriage **40** and preferably limits the downward movement of the bushing **140** in the square aperture. The ears **154** on the brackets **144** likewise limit the lateral movement of the bushing **140** in the square aperture, thus ensuring that the bushing **140** does not slide outwardly past the side of the carriage **40**. Because bushing **140** contacts bracket **144**, it is preferable to provide a curved face **140F** on bushing **140** to minimize wear on bracket **144** when bushing **140** (and thus roller **146**) moves.

Each compression spring **142** may be disposed between the top of the bushing **140** and the bottom surface **66** of carriage **40** to exert a biasing force onto the bushing **140** which urges the bushing **140** downwardly toward the bracket **144**. It is preferable that the biasing force provided by each spring **142** not be equal for all springs. FIG. 4B shows the locations of the four springs **142A**, **142B**, **142C**, **142D**. The biasing forces of springs **142A**, **142B**, **142C**, **142D** are about 5 kilograms, about 20 kilograms, about 15 kilograms, and about 5 kilograms, respectively.

It is preferable that the hardness (or softness) of rollers **146** be between about 75 Shore and about 90 Shore.

Persons skilled in the art will recognize that these elements are disposed on roller **146** as follows: washer **141** and bushing **140** are preferably disposed on one side of bracket **144**, whereas sprocket **148** and retaining ring **150** are preferably disposed on the other side of bracket **144**.

Persons skilled in the art will recognize that, during the operation of the planer mechanism **10**, the compression springs **142** urge the bushings **140** downwardly to force the rollers **146** into contact with the workpiece. The rotational speed of the rollers **146** is equal and controlled by the gearbox **44** such that the workpiece is drawn through the planer mechanism **10** at a controlled rate. Accordingly, the speed selector lever **224** may be employed to selectively rotate the rollers **146** at one of two predetermined rotational speeds.

Referring to FIG. 6, it is preferable to dispose the roller **146** of first roller assembly **46** to be lower than the cutterhead assembly **50** at a rest position. The distance CA is the distance between the lowest point of the roller **146** of the first roller assembly **46** and the lowest point of cutterhead assembly **50**. Distance CA is preferably about 0.8 millimeters.

Similarly, it is preferable to dispose the roller **146** of first roller assembly **48** to be lower than the cutterhead assembly **50** at a rest position. The distance CB is the distance between the lowest point of the roller **146** of the second roller assembly **48** and the lowest point of cutterhead assembly **50**. Distance CB is preferably about 0.4 millimeters.

Referring to FIGS. 10A and 11, it is preferable to provide a cutterhead lock assembly **420** for locking the cutterhead assembly **50** in position to facilitate changing knife **53**. Cutterhead lock assembly **420** may include a lock **421** which is preferably slidably attached to carriage **40** via screws **422**.

Lock **421** may be moved between a unlocked position and a locking position. Lock **421** may have a surface **421S** which engages a surface **56** on body **51** when lock **421** is moved towards the locking position. In the present embodiment, the user would move lock **421** downwardly to lock cutterhead **50**.

Surfaces **56** may be disposed on body **51** so that surfaces **56** contact surface **421S** at a predetermined position. Preferably, surface **56** contacts surface **421S** at a cutterhead position where the knife **53** is substantially horizontal.

The cutterhead lock assembly **420** may also include a spring **424** for biasing lock **421** towards the unlocked position.

Planer Carriage Elevation Mechanism

In FIGS. 2-3, the planer carriage elevation mechanism **16** is shown to include a plurality of threaded guide posts **400**, a plurality of nut assemblies **402** and an adjustment mechanism **160**, which includes hand crank **161** and chain **162**, which engages all nut assemblies **402**.

Each nut assembly **402** includes a main body **403**, which is threadingly engaged to guide post **400**, a sprocket **404** axially fixed to main body **403** for meshing with chain **162**, and thrust bearings **405** disposed between main body **403** and carriage **40** for allowing main body **403** to rotate relative to carriage

40. Preferably, a first part **405A** of thrust bearings **405** is attached to carriage **40**, a second part **405B** is attached to main body **403**, and a movable element **405C**, such as a ball or cylinder bearing, is disposed between first and second parts **405A**, **405B** to enhance rotational movement. Persons skilled in the art will recognize that such thrust bearings **405** are especially desirable in this application as they minimize or eliminate vertical play.

Sprocket **404** may have a flange **404F** to prevent chain **162** from unmeshing therewith.

Each nut assembly **402** may a lower plate **406** which threadingly engages guide post **400**. Lower plate **406** may receive screws **407** therethrough, which in turn are threadingly engaged to main body **403**. Persons skilled in the art will recognize that lower plate **406** is not fixedly attached to screws **407**. Instead, lower plate **406** can slide along screws **407**. A spring **408** is disposed between main body **403** and lower plate **406** to bias lower plate **406** towards the heads of screws **407**. Preferably spring **408** provides a separation force of about 15 kilograms. With such arrangement, backlash is minimized or eliminated. This helps in reducing or eliminating snipe.

Persons skilled in the art will also recognize that, since spring **408** is biasing lower plate **406** against the threads of guide post **400**, main body **403** cannot rotate until the frictional force between lower plate **406** and guide post **400** is overcome. This in effect constitutes a locking mechanism for locking carriage **40** in a desired position.

One of the nut assemblies **402** may have a worm gear **409** fixedly attached to the main body **403**. Worm gear **409** may meshingly engage a gear **163** driven by hand crank **161**. Accordingly, as hand crank **161** is rotated, gears **163**, **409** cause main body **403** to rotate, which in turn causes sprocket **404** to rotate therewith. As sprocket **404** rotates, chain **162** moves therealong, causing the other nut assemblies **402** to rotate therewith, changing the elevation of carriage **40**.

While the invention has been described in the specification and illustrated in the drawings with reference to a preferred embodiment, it will be understood by those skilled in the art that various changes may be made and equivalents may be substituted for elements thereof without departing from the scope of the invention as defined in the claims. In addition, many modifications may be made to adapt a particular situation or material to the teachings of the invention without departing from the essential scope thereof. Therefore, it is intended that the invention not be limited to the particular embodiment illustrated by the drawings and described in the specification as the best mode presently contemplated for carrying out this invention, but that the invention will include any embodiments falling within the foregoing description and the appended claims.

What is claimed is:

1. A power planer for planing a top surface of a workpiece comprising:

- a base assembly;
- a carriage assembly disposed above the base assembly and operably connected to the base assembly, the carriage assembly comprising a cutterhead assembly, the carriage assembly being vertically movable to change distance between the base assembly and the carriage assembly;
- a hand crank attached to the carriage assembly for changing the distance between the base assembly and the carriage assembly, the hand crank being vertically movable with the carriage assembly;
- a material removal gauge disposed on the carriage assembly; a switch disposed on the carriage assembly;

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a speed selector handle disposed on the carriage assembly for adjusting the speed of rotation of the cutterhead assembly; and

a height scale disposed on the base assembly;

wherein the material removal gauge, the switch, and the speed selector handle, and the height scale are on the front side of the power planer and

wherein the speed selector handle can be rotated between at least two positions.

2. The power planer of claim 1, wherein the switch and the hand crank are on the same side half.

3. The power planer of claim 1, further comprising a carriage height mechanism disposed on the carriage assembly, and disposed on the front half of the power planer.

4. The power planer of claim 1, wherein the cutterhead assembly is coupled to a transmission, a first roller assembly is drivingly connected to the transmission, and a second roller assembly is drivingly connected to the first roller assembly.

5. The power planer of claim 4, wherein the first roller assembly is drivingly connected to the transmission via a chain.

6. The power planer of claim 5, further comprising a chain tensioner mechanism disposed on the carriage assembly for maintaining substantially constant tension on the chain.

7. The power planer of claim 4, wherein the second roller assembly is drivingly connected to the first roller assembly via a chain.

8. The power planer of claim 7, further comprising a chain tensioner mechanism disposed on the carriage assembly for maintaining substantially constant tension on the chain.

9. The power planer of claim 1, further comprising a first roller assembly drivingly connected to the cutterhead, first and second springs disposed between the carriage assembly and the first roller assembly, a second roller assembly drivingly connected to the first roller assembly, third and fourth springs disposed between the carriage assembly and the first roller assembly, wherein the first and third springs provide unequal forces.

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10. The power planer of claim 1, wherein a first roller assembly is drivingly connected to the cutterhead and a second roller assembly is drivingly connected to the first roller assembly, and wherein the first roller assembly is lower than the cutterhead assembly.

11. The power planer of claim 10, wherein the second roller assembly is lower than the cutterhead assembly.

12. The power planer of claim 10, wherein the first roller assembly is lower than the second roller assembly.

13. A power planer for planing a top surface of a workpiece comprising:

a base assembly including at least one guide post;

a carriage assembly disposed above the base assembly and threadingly engaging the at least one guide post, the carriage assembly comprising at least one nut assembly threadingly engaging the corresponding at least one guide post, a motor, and a cutterhead assembly driven by the motor, the carriage assembly being vertically movable to change distance between the base assembly and the carriage assembly;

a hand crank attached to the carriage assembly for changing the distance between the base assembly and the carriage assembly;

a material removal gauge disposed on the carriage assembly;

a switch disposed on the carriage assembly; and a height scale disposed on the base assembly;

wherein the at least one nut assembly comprises a main body threadingly engaging the corresponding at least one guide post, a lower plate threadingly engaging the corresponding at least one guide post, at least one screw extending through the lower plate and threadingly engaging the main body, and a spring disposed between the main body and the lower plate.

14. The power planer of claim 13, further comprising a thrust bearing disposed on the main body.

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